

He hopes to meet with as many of his old patrons as the public generally, as can make it convenient to give him a call. [Oct 18] NATHAN WHITE.

MONDAY, DECEMBER 6, 1892.

Advertisements inserted in the Daily Democrat, have an insertion in our Evening Edition, gratis.

A Scamp Caught.

Some villain has been engaged for some time past in placing obstructions on the track of the Jeffersonville & Columbus Railroad, between Rockford and Columbus. The Company, a few days since, offered a reward for the apprehension of the person, by catching the track in the vicinity of the place where former obstructions had been placed, succeeded in arresting a man who gave his name as Vaughn, in the very act of placing logs on the track, on Wednesday evening, and after compelling him to remove them, brought him down on the cars and lodged him in prison at Jeffersonville. He was taken to Rockford on Saturday, for trial, the result of which we have not heard.

JEFFERSONVILLE CIRCUIT COURT.—The Criminal term of the Jefferson Circuit Court commences to-day. Robert M. Buckner, Jr., the gentlemanly lawyer at the bar, has kindly furnished us with the following list of persons now in jail, to be tried at this term, and the charges pending against them, respectively:

1. Brady Davis, passing counterfeit money.
2. In Dehart, alias Lyons, obtaining money under false pretenses.
3. James Fields, counterfeiting, (raising notes).
4. James Smith, larceny.
5. Alonzo Howard, pickpocketing, (stealing watches).
6. Henry Atkinson, swindling.
7. Wm. Smith alias Johnson, swindling.
8. Charles Gibson, swindling.
9. Henry J. Brown, embezzlement.
10. John Clemens, larceny.
11. Christian Dyer, counterfeiting, (raising notes).
12. Paul Carroll, stealing.
13. Adam Berry, passing counterfeit money.
14. John W. Henry, passing counterfeit money.
15. Reuben Johnson, f. m. c., aiding and running r. c. slaves.
16. Thomas Holton, petty larceny, (stealing pants).
17. William Rowley, burglary, (three in dilemma).
18. William Richardson, pickpocket.
19. Nookman, stealing.
20. Henry Blackburn, stealing.
21. John Dunlop, stealing.
22. Eliza Lewis, horse stealing.
23. Samuel Wells, stealing money.
24. Moses Ryan, passing counterfeit money.
25. James Lawler alias Lewis, seduction.
26. Thomas Davis, passing counterfeit money.
27. Elizabeth Brannon, passing counterfeit money.
28. George McGee, stealing a truck.
29. William Miller, horse stealing.
30. Patrick Ryan, larceny.
31. Abraham Cohen, larceny.
32. James Ryan alias McLaughlin, assault and battery with intent to kill.
33. Wm. Dickson, stabbing.
34. Francis McDermott, robbery.
35. James Carroll, larceny.
36. Martin Ryan, manslaughter.
37. William Hart, larceny.
38. John Galtiver, misdemeanor.

BAILED OUT.—David Mitchell, kidnapping a free negro. David Kirkpatrick, murder. Conrad Schick, stealing. Louis Williams, f. m. c., murder. Jesse Scott, murder.

Besides these are three persons now in jail charged with felonies, who are awaiting a preliminary examination.

JEFFERSONVILLE RAILROAD.—We learn from the Jeffersonville Times, that the Board of Directors of the Jeffersonville & Columbus Railroad at their last meeting decided to extend the road to Indianapolis and authorized the negotiation of a loan of \$500,000 with which to accomplish the work.

The fire which consumed Coleman's stables on Thursday night, burnt four horses and two cows, together with all the harness, &c. This is quite a serious loss to Mr. Coleman.

Kunkle's Nightingale Mistle.—We perceive by our Savannah exchanges that this accomplished troupe are reaping a golden harvest in that city. On the evening of the 24th ult., hundreds were compelled to relinquish all attempts to gain admission to the theatre where they are playing. The press of Savannah with one accord, justly rank them as the best company ever in that city. With an agent like John T. Ford, and an upright manager like George Kunkle, this troupe is bound to succeed in whatever city they may visit. We are glad to learn that the Nightingales intend coming to Louisville early next spring.

Spanish Intelligence.—By the latest advices from Spain it would appear that the old superannuated despotism is making great exertions to maintain its tenuous in Cuba.

The Spanish Government have recently had four war steamers constructed in England of 200 and 250 horse power, and their destination is to be the Havana's interior in Cuba. They are to increase their army also, in that island, four thousand men. These preparations sufficiently evince the fear of the government, that all is not right in that quarter, and indicates that the tenure of their authority is in a very precarious situation. It is not in the nature of things that such a tyranny as that maintained in Cuba can long exist beneath the light of the nineteenth century.

Metallic Life Boat.—We understand that it is the intention of the "Francis Metallic Life Boat Company," of New York, manufacturers of the celebrated Life Boat, to start a manufactory of these boats at some point on the western river, and also at a point on the lakes, at the earliest practicable day. As the steamboat law enumerates life vessels propelled by steam are required to be provided, this information will be of interest to western owners. We trust that the intention will be carried out as soon as possible.

MORE COUNTERFEITERS ARRESTED.—Officer Jones, of Portland, arrested two men in that place on Saturday, who are charged with passing counterfeit money. Upon being examined a large quantity of notes of different denominations on the Southern Bank of Kentucky, and the State Bank of Indiana, were found in their possession. Their names are James L. Stewart and Thomas Pullen. The former lives in this city, and the latter in Cloverport, Ky.

We are informed that most of the hogs in Logan county, have been purchased by packers at Bowling Green and Clarksville, at \$4.50 and \$5.00.

The Hopkinsville Press says that about 16,000 hogs will be packed on the Cumberland river this season.

We understand that about 6000 hogs will be packed at Henderson, Ky., this season, besides the number put up for home consumption.

At Ramsey and South Carrollton, on Green river, about 2000 hogs will be slaughtered this season.

At Albion attended the concerts of Wood's Negro Minstrels, in New York, on Saturday evening, and seemed to enjoy it as a treat.

Mr. Geo. Seaver, the engineer who was injured by the recent accident on the New Albany Railroad, has since died.

Mr. Messrs. Jackson, Orway & Co., have slaughtered 35,460 hogs this season.

RIVER NEWS.

THE RIVER AND WEATHER.—The river was stationary on Saturday evening, with 4 feet 9 inches water on the falls over the rocks, and 7 feet 8 inches in the canal.

The weather continues cloudy.

THE LOUISVILLE AND WHEELING LINE.—The steamer Alvin Adams and Virginia, for the Louisville and Wheeling Line of Packets, are being completed at the Pittsburgh wharf. The Virginia is said to be the sharpest model ever seen. Her length on deck is 280 feet; foot 31 feet; hold 7 feet 4 inches. She has 120 feet of run forward, and the same aft, leaving but 20 feet of straight box. Her main keelson is 40 inches deep; bilge keelson 6x12 inches. She has three solid 3 inch bulkheads; her cylinder 40 feet diameter wheel, with 104 feet length of 40 buckets; carry five boilers of 46 inches diameter and 30 or 32 feet length, with five flues each, cylinders 29 inches diameter, 9 feet stroke. Height between decks, 14 feet. The Pittsburgh Dispatch says that she appears a first rate job, in every respect, doing high credit to the builders, Messrs. Hammett & Co., of West Elizabeth. She will be most luxuriously finished and furnished, and with such model and power could move very fast, though her draught of water must be considerably greater than that of the Pittsburgh and Cincinnati liners.

The Alvin Adams, built by Ben Cousins, of McKeesport, is also a fine job, of beautiful model, and will have even greater power than the Virginia. Her size is nearly the same, but having the hollow water line, her door is great. Her depth of hold is scant seven feet. Both have nannies below the water line, with all modern improvements and comforts. They look well, and will run "like all possessed."

THE NEW STEAMER ARCTIC.—The Pittsburgh Commercial Journal notes the completion, at that port, of a new steamer called the Arctic. Her hull measures on deck 182 feet; the beam 32 feet; hold 7 feet. There are three boilers, 26 feet long and 42 inches in diameter, and two cylinders of 22 1/2 inches in diameter, having 62 feet stroke. The wheels are 32 feet, with 7 feet buckets. The Arctic is intended for a Pittsburgh and New Orleans packet, and will be commanded by Capt. John S. Diviner.

The small little steamer Friendship, commanded by Capt. Grace, of Louisville, reached there a few days since, loaded with groceries, &c., for that place.

A subscriber writes us that it is the second boat to that place this season. He speaks in the highest terms of the officers and crew of the Friendship, and commends it highly to shippers.

ANOTHER NEW BOAT.—Capt. J. A. Williamson has just completed a boat at Cincinnati, which is to be called the Mediator. Her dimensions are as follows: 180 feet on deck, 36 feet beam; 32 feet foot, two engines, 23 inch cylinders, 7 feet stroke, four boilers and a doctor. The Mediator is intended for a Cincinnati and New Orleans packet.

WE noticed on board the Galena, which passed down the river on Saturday, twelve large cages of trained game cocks, in charge of a Kentucky breeder, on his way to New Orleans. About 3,000 head cages for the same port.

Capt. Sol. Catterlin has purchased an interest in the steamer Indiana and will take command.

The steamer Irene sunk two coal boats, containing 25,000 bushels of coal, opposite Ripley, Ohio, a few days ago.

The Sea Gull has gone up to Pittsburgh to tow down coal barges.

The magnificent steamer Sultans, Capt. J. M. Martin, leaves for New Orleans to-day.

The Belle Key, having been detailed to complete some necessary repairs, will leave for New Orleans to-day.

The swift and commodious steamer Gen. Lafayette, Capt. Brown, starts for the Cincinnati to-day. She is a splendid passenger boat, and we can recommend her to the traveling community.

STANDARD BUILDING AT JEFFERSONVILLE.—The following is a list of the steamboats built by Messrs. J. & J. Howard, the enterprising boat builders of Jeffersonville, during the past season:

- Steamer Kate Winney, built for Capt. A. C. Godwin, for the Missouri. Dimensions, 136 feet long, 30 feet beam, 5 1/2 feet depth of hold, 321 tons.
- Steamer Brunette, Capt. Charles Barger, St. Louis and Keokuk packet. Dimensions, 195 feet long, 28 feet beam, 5 1/2 feet depth of hold, 218 tons.
- Steamer Octavia, built for Capt. J. Bragden. 185 feet long, 25 feet beam, 5 feet hold, 273 tons for the Mobile trade.
- Steamer Jenny Belle, built for Capt. J. B. Walker, for the Mobile trade. 185 feet long, 32 feet beam, and 5 1/2 feet depth of hold, 343 tons.
- Steamer Magnolia, Capt. Wm. James. 200 feet long, 30 feet beam, 6 feet hold. Also for the Mobile trade. 410 tons.
- Steamer Sallie Spann, built for Capt. J. Bragden, for the Mobile trade. 165 feet long, 32 feet beam, 6 feet hold, 333 tons.
- Steamer H. M. Wright, Capt. J. D. Clarke. 200 feet long, 33 feet beam, and 7 feet hold, 486 tons. Built for the Red river trade.
- Steamer Sam Dale, Capt. J. Bragden, built for the Mobile trade. Dimensions, 200 feet long, 32 feet beam, 6 feet hold, 472 tons.
- Capt. Thos. R. Bowman's boat, launched last Saturday, for the St. Francis river. 140 feet long, 25 feet beam, 5 feet hold, 184 tons.

Jeffersonville ferry boat, now lying on the stocks ready to launch. 150 feet long, 35 feet beam, 5 feet hold, 276 tons.

Steamer Empress, now building for Messrs. Benedict & Carter, of Louisville, Ky., for the Alton Scott's machinery. 295 feet long, 34 feet beam, 7 feet 9 inches hold, 818 tons.

LAUNCH OF THE A. L. SHUTWELL.—The new steamer A. L. Shutwell, named after one of our most wealthy and enterprising merchants, was launched from the ship yard of John Evans, in New Albany, on Saturday. The Shutwell is a first class boat, being 300 feet in length. She is intended for the Louisville and New Orleans trade, and when completed will be one of the finest boats on the western waters.

Capt. Miller's new steamer, the Robert J. Ward, will be completed in about four weeks.

Messrs. Davis & Co., of Jeffersonville, have commenced running a large and beautiful omnibus between this city and the railroad depot in Jeffersonville. The omnibus will call at the principal hotels in this city, between 3 and 4 o'clock every morning, and convey passengers to the depot in time for the express train, which leaves at 5 o'clock. It will also bring passengers from the depot to any part of the city upon the arrival of the cars in the evening.

Thomas F. Meagher has been invited to visit Cincinnati.

Failed.—We learn from the Hopkinsville Press that Mr. T. Caldwell and L. D. Gilbert, two of the principal merchants of Russellville, Ky., have failed recently for large amounts, by which many of the citizens of Logan county are seriously injured, though a large portion of their indebtedness is to Louisville and Eastern merchants.

Views of Lord Palmerston on the Cuban Difficulty.

(From the London Globe, of Nov. 12.)

The remarks made by Lord Palmerston last night with regard to the Cuban difficulty, and the English position, are of far more importance than their brevity might indicate. It is very satisfactory to observe that one influential member of the parliament has an eye upon that spot of the globe, and is not only able to see the question in its proper light, but that he is also prepared to watch the conduct of the government, and to see that there be no juggling in the use of British influences. Lord Palmerston's predilections in favor of negro emancipation are so strong and so well known that there can be no doubt as to the purity of his intentions in that respect. It is perfectly impossible to suppose that Lord Palmerston can intend to favor any project for making Cuba the instrument of a party desiring to strengthen the slaveholding interests of the United States. But the true substance of the Cuban question has been concealed under a pretended controversy about subject. It is probable that the slaveholding interests of the United States supply a very small proportion of the motives which actuate the citizens of that republic in desiring the annexation of Cuba. There are other motives much more obvious and much more distinctly avowed. One is the spirit of territorial aggrandizement, which actuates a very great number in the Union to seek the annexation of territory in order to the extension of their peculiar institutions. The other motive, which is more considered, is that Cuba is considered as the key to the navigation of the Mississippi at its embouchure into the Gulf of Mexico. A glance at the map will show how the magnificent island commands that vast estuary. Now, without for a moment anticipating any decision upon the claims rested upon those grounds, we may observe that it is both unbecomingly and impolitically to conceal the true political motives that press upon the American people, and to pretend that the contemplated annexation of Cuba is solely dictated by the desire of adding to the slaveholding States.

On the other hand, Lord Palmerston exposes the fact that the Spanish Government is doing all that it can to augment the slaveholding character of the island, and is thus doing exactly what it imports to its adversary. But this course in the Spanish government is even more remarkable in other respects. It would be a delusion to ignore the fact, that there exists in the island parties, more or less numerous, and we are not prepared to define their proportion—who desire annexation to the American republic simply because they wish to secure a means of personal freedom to the citizens which they do not enjoy at present, and wish also to secure for their fertile country a share of that prosperity which every State of the Union enjoys. The Americans actually settled in the island may be considered an element in this party. But there are other parties who adhere to the Spanish connection very strongly; and they are, in the first place, certainly a portion of the old and more purely Spanish families, whose incentive is the expectation of sharing the sweets of official patronage; and in the second place the slave dealers, who think that they shall be more secure in the promotion of their trading interests, through the corrupt sanction which they anticipate from the official representatives of the government at Madrid, than they would have from the government at Washington. For it must be as well known to the sagacious slave-traders of Cuba as it is to the most enthusiastic free soil men of the Union, that the future policy of the United States tends to the restriction and ultimate suppression of slavery; while the slave trade flourishes best under the local corruption amongst the officials of Cuba, and the love of revenue, however produced, in the needy treasury of Madrid. Under influences like these, even at the present moment, several cargoes of slaves are landed on the coast of Cuba. What, then, becomes of the profession that Spain defends Cuba against possible annexation of the Union, in order to advance the emancipation of the negro?

Lord Palmerston's exposition is the more valuable since it is requisite that the English people should understand the relation of the two parties to the litigation now going on in a partly contrary way, and also the situation of this country between the two. The present Government in Downing street professes to interpose in Cuba between Spain and the U. S. States, on the ground that it is pledged to do so by its treaty relations with Spain; but at the same time that Spain claims the support of the English Government on the faith of treaties, it is infringing distinct treaty stipulations with this country, in permitting the importation of negro slaves.

The whole position of Spain on that island, therefore is a dishonest mystification; and there is too much reason to fear that the present occupants of the English Foreign Office lend themselves to that dishonest mystification.

In support of a high principle, with a people like honest and straight forward country before it, any great country will feel itself obliged to protect weak and decayed governments like that of Spain, even against a rising and powerful State like that of the American republic; and when we find British interests thus hazarded against an almost overwhelming power we look for a clear case, on the behalf of her protegee; but in the present instance, the risk is incurred without the justification; the sacrifice, on the plea of treaties and negro emancipation, turns out to be reudered on behalf of a State that infringes treaties to encourage slaveholding!

Cuba is not the only place in which British interests are involved very momentously, under the control of statesman whom we not only fail to understand, but whom we must distrust in the highest degree. Our great country, that neighbor is not only powerful already, but is incessantly making additions to his power— is exercising and practicing evolutions of troops, embarkations of troops, and accumulating artillery to an unprecedented amount, we must feel solicitous that proportionate preparations should be in readiness on our own side. It is an evil to be encountered with such preparations, and under the circumstances it is a necessary evil. It would, no doubt, be very inexpedient that any preparations which should be publicly stable in the absence of any distinct explanation on that point, we want to have a general knowledge of the character of the responsible ministers, neither the confidence that they sympathize with the liberal party, or with the great body of the English people; nor that they have the same objects with that party.

and that people; nor even that they understand the relations of the English interests and foreign interests on the many fields where they are conflicting at the present moment. For example, the position which our official representatives are understood to occupy in Cuba just now, implies that they neither understand the merits of the question nor the relation which the interests of this country bear to the two powers in dispute; nor even, if they were to understand the affair, that they would desire those things which the English people would desire. Again, we see Belgium giving way under the pressure of a neighbor who is the same neighbor that dictates the warnings of the leading journal, and the same neighbor that receives, in the royal speech composed by the present ministers, expressions indicating in their tone of unsympathetic. It is true that liberal statesmen have never been suspected of any prejudiced hostility to the dominant influence in that neighboring country; but, as in the case of Cuba, no man can doubt that at least one liberal statesman would understand what is going forward, and that his ultimate objects would be similar to those of the English people. It is needless to multiply instances in the conduct of foreign affairs; neither usage, nor perhaps expediency, permits that explicitness which is easy in home affairs, and at a time of a disturbed or doubtful peace, overt expressions being still more questionable, and precisely at such times, therefore, that we deliberate the power of placing confidence in the intelligence and the national feeling of the ministers who may be responsible for representing the country.

OFFICIAL.

BOARD OF ALDERMEN.

THURSDAY EVENING, DEC. 2. Present—W. Riddle, president, and all the members of the Board. On motion, Mr. Riddle was called to the chair, when Mr. Ald. Riddle presented, through the clerk, the following communication from the Mayor: "Mr. President: In view of an early vacation of the office of president of this board, in retiring from the office, I beg leave to tender to you, as president, my sincere thanks for the honor and pleasure which it has been my privilege to enjoy in the discharge of my duties. I am, Sir, very respectfully, your obedient servant, W. Riddle." Mr. Riddle, in reply, said: "I am very glad to hear of your retirement from the office of president, and I am sure that you will have no difficulty in finding a more congenial sphere of activity. I am, Sir, very respectfully, your obedient servant, W. Riddle." Mr. Riddle then presented, through the clerk, the following communication from the Mayor: "Mr. President: In view of an early vacation of the office of president of this board, in retiring from the office, I beg leave to tender to you, as president, my sincere thanks for the honor and pleasure which it has been my privilege to enjoy in the discharge of my duties. I am, Sir, very respectfully, your obedient servant, W. Riddle." Mr. Riddle, in reply, said: "I am very glad to hear of your retirement from the office of president, and I am sure that you will have no difficulty in finding a more congenial sphere of activity. I am, Sir, very respectfully, your obedient servant, W. Riddle."

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